Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **678** **Const Calendar Day:** 114 **Date:** **26-Sep-2012** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 06:00 am 07:30 pm **Break:** 01:30 **Over Time:** 04:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Fog to partly sunny to dense fog

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Surveyed the tower before the start of shift where the current deflection was 37mm to the west. The theoretical deflection of the tower tie back system at this point of load transfer is supposed to be 38mm to the west. The total distance that the tower has moved/been released since load transfer began is 488mm to the East of plumb. The survey was done at the end of Step 17b North and South. There are three points on the tower saddle that were averaged to equal 488mm. The north and center point on the tower saddle were at 481mm and 484mm each. Similarly the south point on the tower saddle was measured at 499mm. These numbers would indicate a skew in the tower which calculated to 1.34% counterclockwise to the north. This survey to monitor the tower tie-back release is not the final geometric check to verify the position of the tower.

The survey was done under uniform ambient conditions where the time of survey (taking shots on the tower) was conducted from 6:40am to 6:50am. The official time of sunrise per weather.com was 7:01am. The ambient temperature during the survey was 53F under cloudy skies. The wind speed was measured from the west southwest direction at 4mph with a barometric pressure of 29.90"Hg.

- Processed the surveying data for todays measurements taken of the tower tie-back release.

04-0120F4 **Bid Item:** **067** **C-PWS-RCB.067** **Re-tension Cable Bands Bolts**

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	AMERICAN BRIDGE/FLUOR, A JV							
Ironworker		NARAZIO GOMEZ	8.00	4.00	0.00	12.00		☐
Ironworker		THADDEUS BOOKER	8.00	4.00	0.00	12.00		☐
Ironworker		ARRON DAVID	8.00	4.00	0.00	12.00		☐
Ironworker	JNM	MICHAEL DRAPER	8.00	4.00	0.00	12.00		☐

Diary: Dispute ☐

Work description. **067** C-PWS-RCB.067

- Stressed all of the bolts in cable bands 16N, 14N, 12N, 16S, 18S, 20S, 22S, 24S, and 26S during my time while inspecting this operation. This operation may be included in a possible CCO not yet determined. See Brian Wolcott's diary for more details from 7:00am to 9:45am and 12:30pm to 2:45pm as he observed the operation at these times and took measurements. The ABF ironworkers used Boltight pump number 70254/2222000757 coupled with gauge number 12906134/8 for todays stressing operation while I was present. Similarly the following Boltight jacks were used for todays operation:

4036, 4042, 4043, 4051, 4052, 4057

12812, 12813, 12814, 12815, 12817, 12820, 12821, 12829, 12830, 12834, 12836, 12839, 12840, 12865

Per the required cable band Load Transfer checklist; cable band gaps, cable circumference adjacent to the cable band, cable band slip, and suspender rope measurements were taken after the cable band bolts were stressed a total of 3 times to a pressure of 19,343psi. Today was a 12hr shift for all crews associated with the bridge load transfer.

Attachment

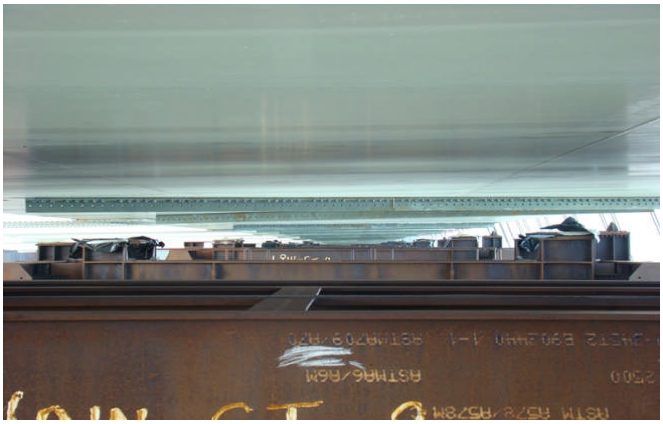
Shear Key S4 lower housing alignment as the anticipated OBG axial compression is almost complete

Close up of an mainspan cradle where the OBG has lifted off of the cradle support seismic shear plates.

Measurement taken of 430mm at OBG lift 10W from the cradle seismic shear plate.

Changed geometry of the North Mainspan cable looking west from the W-Line OBG.

View of the OBG lift-off from the E-Line cradles at OBG lift 9E looking east.



View of the OBG lift-off from the W-Line cradles at OBG lift 9W looking east.

View of the OBG lift-off from the E-Line cradles at OBG lift 8E looking east.